



March 2021 Network

A networking tool for Activists and other interested parties

Editorial	2
Political Report	2-5
1,000+NHS workers & others sign open letter urging Camden Council not to prevent them travelling to work in the Borough.	5-8
MAG PRESS RELEASES: Minister offers to help MAG raise the profile of motorcycling. MAG's 'Top Five' priority list under review by Roads Minister. We are asking our members and friends to support the MCIA initiative.	8-10
The latest spat with Leeds City Council. Manny	10
MAG wants you	11
FEMA:- Will self drive cars push motorcycles off the road? MEPs 'tech inspections will make motorcycles less dangerous. Buying motorcycle clothing online – don't be fooled. FEMA joins the Connected Motorcycle Consortium. UK Roads Minister wants to help raise the profile of motorcycling.	12-24
Roll out of smart motorway safety technology brought forward.	24-25
MCIA - twin challenges dampen January powered two wheeler registrations.	25-26
MAG You Tube channel.	26
Demand for two wheels surging.	27
French Protest over lane splitting	27-28
Call for MAG members living in London.	28
Websites you may wish to visit.	28
MAG Prize Draw.	29
Victor Velocity Virtual Tour fundraiser.	29
The most popular UK Cities for motorcycles	29-30
MAG monthly prize winners for January	30
MAG Notice Board	31
Contacts	32-34

[Acknowledgments:- George Legg, Selina Lavendar, Lembit Opik, Colin Brown, Joe Thomas, Manny, Tony Cox, Julie Sperling, FEMA and anyone else I've forgotten]

Editorial

This is a 'bumper' edition and so I'm not going to bleat on about much at all.

There are quite a few notices courtesy of Selina (MAG Chair), more from the MAG Central Office and an Early Day Motion courtesy of MCIA which requires your attention please.

As usual FEMA has some interesting articles including an in-depth look at how self driving cars may affect motorcycles!

That's it from me this month. Happy reading.

Be safe, AG

For the April (yes, really!) edition please submit copy to aine@mag-uk.org by 25th March with the subject heading:- Network

Political Unit Report from Lembit and Colin

Lembit Öpik and Colin Brown give a run down on the run up to May 2021 elections, MAG's progress with the DfT and increasing influence. As always there are plenty of ways you can help.

Polling Day: 6th of May

As predicted by MAG, it looks like the local, national and Mayoral elections are going ahead. Commenting on the UK Government's statement, confirming that elections in England and Police and Crime Commissioner elections in Wales will go ahead in May, an Electoral Commission spokesperson said: 'It is an important democratic principle that elections should proceed as scheduled whenever possible. The electoral community has been preparing for Covid-safe elections since last March, when the 2020 elections were postponed. Together, we have taken steps to help everyone involved take part safely and confidently.' So, the UK is going to the polls on Thursday, 6th May 2021.

As such, MAG is preparing everything you need to make the most of this opportunity to hold candidates, and therefore potential elected representatives, to account before they win their seats. MAG Chair Selina Lavender, MAGs Cumbria Rep Michael Armstrong and MAG's Director of Communications and Public Affairs Lembit Öpik have collaborated to update the MAG Elections Handbook. This will be available at no cost to you – just contact HQ and we'll happily send you the link to the copy.

The best time to get commitments from candidates is when they need your vote. Whether you write to them, talk with them or hold digital or physical meetings with them, use the Handbook to get the most out of this opportunity to use democracy to motorcycling's favour.

MAG chairs first ever Eco-Transport Round table

On Tuesday, 9th February 2021, Lembit chaired the first Eco-Transport Round Table ever held in Britain. This event was designed to achieve something nobody else has succeeded in doing – namely, bringing disparate voices from across the transport sector to create a sustainable, long term strategy for how we get around in the UK.

MAG was represented in good numbers, with roughly one third of delegates identifying themselves as motorcyclists and MAG supporters. Other representatives from across the transport spectrum were also in attendance. Lembit believes nobody has previously managed to get such a wide range of groups together with the specific intention of creating a workable plan on transport for the United Kingdom.

The group agreed three pillars for future action. These are:

- a) Emissions, health, climate: *how should the facts guide policy?*
- b) Fuel and power options: *what's the right fuel strategy?*
- c) The modal shift agenda: *what's the right modal mix agenda?*

Looking ahead, we'll be extending invitations to an even wider base of individuals and interest groups to input to our work and add data and perspective to the development of the policy agenda. We will hold a report back Eco Transport Round Table, provisionally in April 2021. The video recording of the proceedings will be made publicly available on the CHIPT/Voters for Motors website, and to individuals on request.

If you'd like to attend these Round Tables, please contact Lembit at: lembit@mag-uk.org.

Everyone is welcome and attendance is free. Thanks to everyone who came to the first one!

MCIA addresses MAG National Committee

The head of the Motor Cycle Industry Association, Mr Tony Campbell, attended the most recent meeting of MAG's National Committee (NC) to share his vision for the future of biking from the manufacturers' point of view. In a productive exchange, it was clear there is potential to take our joint working further, something Lembit has regarded as supremely beneficial to makers and riders in the UK.

There's more to come on this, but for now we can be confident that our relationship with the MCIA has improved. We've earned respect and that is important as we seek to make the best case we can for riders' rights in the years ahead, and in the face of the evolving transport agenda in the country. Many thanks to Mr Campbell for his presentation and question and answer session thereafter.

TfL/GLA/MAG

After productive conversations with Transport for London in the closing days of 2020, MAG has continued its dialogue with a view to resolving road access, highway pricing and motorcycling safety issues. Some of this work has been hampered by the severity of the Covid-19 lockdown – for example our efforts to review potential accident black spots has not at this stage involved physical site visits.

CBT discrimination

The Government continue to refuse to change their stance on CBT during the current lockdown. Colin has had many discussions behind the scenes with DVSA officials and there has been much activity and communication with other groups and bodies equally unhappy about the situation. I write just before the announcement of Boris' Roadmap out of lockdown, so the issue may be resolved very soon. We will continue to watch and report on this issue.

Top of the Pops

It's not every day that you get an offer from a Government Minister to seriously consider your top 5 most pressing issues, but that is the offer we got from Baroness Vere. Thanks to all who responded to our members' survey. We put a lot of work into synthesising the wide range of opinion into a coherent list with sensible discussion of how the outcomes could be influenced and delivered by the Department for transport. The final list was:

1. Consistent access to all bus lanes
2. Better Road Surfaces
3. Safer crash barriers
4. More and better parking provision
5. Simplified licencing and training

The list was made as generic as possible to cover as many possibilities as we could. We also ensured that there were real action steps behind the list that the DfT has the power to deliver. Now we will follow up the submission of the list with work to ensure the promise made is not forgotten.

Devolving Progress

The key next step is to push our advantage by ensuring we secure similar commitment from the devolved administrations. We have already approached the relevant ministers in the Scottish Welsh and Northern Ireland Governments calling for direct meetings to make our point.

The initial response from Ken Skates in Wales was disappointing as he claimed no space in his busy schedule, and Michael Matheson has not taken the time to think up an excuse yet.

Securing the meeting with Baroness Vere took perseverance and the assistance of a lot of grass roots lobby activity from you our members. We may well be calling on you to refill your fountain pens in the coming months. Watch this space. Of course if you want to get started now, don't feel you need to wait for us to give you permission.

Welsh Transport Plan

Colin has had further discussion with officers working on the consultation for the Welsh Transport Plan. Despite our disappointment that pre-consultation meetings appeared to bear no fruit, Colin is hopeful that his latest interventions will see some results. We know better than to count our chickens before they hatch, but we hope to bring you good news soon.

Still a danger to ourselves?

Colin reports that there is evidence of some progress in Oxfordshire if you look very hard. There is still a long way to go, so we do need members to keep up the pressure by responding to the latest consultation on the LTCP5 Vision document. Yes - this work can feel repetitive and it may seem like a waste of time, but it certainly helps when meeting with councillors and officers to point to the fact that individual members and the wider riding community are watching closely.

Colin is seeking another meeting with Councillor Yvonne Constance.

The LTCP Baseline Report continues to show a biased view of motorcycling, and it is clear from the engagement activity summary report, there are voices complaining about motorcycle noise and emissions. It is unfortunate that OCC have failed to address these

concerns with any specific evidence or research. So do read these two documents as well as the actual draft vision document before responding. The consultation runs till 29th March

<https://consultations.oxfordshire.gov.uk/consult.ti/localtransportconnectivity/consultationHome>

Yet more consultations

If you still have the stamina to respond there are other consultations to get your teeth into:

Birmingham are consulting on their Our Future City Plan (OFCP). The consultation runs till 26th March

<https://www.birminghambeheard.org.uk/people-1/our-future-city-plan-shaping-our-city-together/>

Coventry are consulting on their transport strategy. This consultation runs till 7th March.

<https://letstalk.coventry.gov.uk/transportstrategy>

Leeds are consulting on their transport strategy. This consultation runs till 26th March

<https://leedstransportstrategy.commonplace.is/overview>

Kent County Council are consulting on their Vision Zero Road Safety Strategy. This one runs till 15th March. Colin is working closely with KCC at this one.

<https://kccconsultations.inconsult.uk/consult.ti/visionzero/consultationHome>

And of course the DfT is consulting on Simplifying driving licence upgrade and motorcycle test rules. This one closes 22nd March

<https://www.gov.uk/government/consultations/simplifying-driving-licence-upgrade-and-motorcycle-test-rules>

We are sure there will be more out there, and Central will respond to as many as time allows. If you spot any we have missed, do get in touch.

Ride To Work Day on the horizon

21st June 2021 will be the 30th International Ride To Work Day. We are still uncertain about just how normal life will be by then, but Colin is already working hard on developing ideas to raise the profile of the campaign this year. If you have any thoughts and ideas with a thirty theme, please do get in touch.

Are roads safer with more acronyms?

If road safety is of great interest to you and you are not put off by acronyms, look out for the Road Safety Great Britain Powered Two Wheeler event (yes that's the RSGBPTW conference) 8-26th March. <https://roadsafetygb.org.uk/ptwevent/>

Colin has submitted a video presentation that will be published on 10th March and also be appearing as a panellist for the Question Time event – yes that's the RSGBPTWQT session.

News from the Motorcycle Action Group (MAG)

1000+ NHS WORKERS AND OTHERS SIGN OPEN LETTER URGING CAMDEN COUNCIL NOT TO PREVENT THEM TRAVELLING TO WORK IN THE BOROUGH

This version: 2021 02 26

Some 1500 Camden key workers have signed an open letter to Camden Councillors urging them to rethink plans which will see nurses, police officers, teachers, delivery workers and others charged up to £6.00 per hour to park the motorcycles they rely on to travel to work.

In the letter, nurses, doctors, maintenance workers, teachers, actors, hairdressers, academics, students, handymen, police, construction workers, motorcycle couriers, Blood Bikers, and local businesses and residents [say that they are very concerned](#) about the effects that these changes will have on motorcyclists who live and work in Camden and the devastating effect on Camden's life and economy.

One signatory, Roseanne Luther, Senior Staff Nurse at University College Hospital, said: "Not being able to use my motorbike will affect my shift work, especially at weekends due to reduced services. Motorcycling halves my journey time to work. It supports my mental health as I find trains and buses claustrophobic. During the pandemic, using a motorcycle has allowed me to avoid unnecessary contact with the public as I am at high risk of being a carrier and spreading the virus unknowingly. My motorcycle is very efficient, and I do not sit in traffic adding to pollution or to congestion on the roads."

Many others expressed shock at Camden Council's extreme proposals, which look set to eliminate motorcycling from the borough. An ambulance technician at Great Ormond Street Hospital, who relies on his motorcycle to travel to work, said: "I work long, unpredictable shifts, which often begin and end at unsociable times and include Bank Holidays. Public transport is not an option. I would have to relocate and stop working at GOSH."

A local Blood Biker volunteer expressed fears that, thanks to Camden's proposals, he and his fellow volunteers will be unable to deliver lifesaving blood to hospitals in Camden. Unable to donate blood due to his LGBT status, he instead volunteers, delivering urgent medical supplies on his motorcycle. The NHS relies on these Blood Bikers who save it millions of pounds every year. They do not have "blue light" status and Camden Council's proposals to prevent them volunteering in the borough will leave hundreds of local patients at risk of death due to not being able to receive blood transfusions or organ transplants.

Other voices included a Camden Council employee, who commutes into Camden every day by motorcycle and works across the borough, who said that he will not be able to afford to pay for motorcycle parking every day on the wage he earns. Businesses are resigned to closing their doors permanently when the charge is imposed. Gig economy food delivery workers, who often earn less than the minimum wage, will no longer be able to afford to work in Camden, leading to a devastating effect on the takeaway sector.

Spencer McEvoy, Motorcycle Action Group's Greater London Rep, said: "Thousands of key workers rely on their motorbikes to be able to get to work. Camden Council's proposals will be devastating, not only to those key workers but to all Camden residents who rely on these workers' selfless public service. The very short consultation Camden ran was during a Tier 4 lockdown, when travel patterns did not reflect reality. We have repeatedly asked to meet with Camden Council to explain this to them, but they have refused to engage".

Camden Council cabinet plans to rubber stamp the charge of up to £6.00 per hour for frontline workers and others who rely on their motorcycles to be able to travel to work in Camden. Concerned Camden residents and workers should write to the Leader of Camden Council and other councillors to let them know that these plans are unacceptable.

Contact Motorcycle Action Group (London Region)

T: 0792 999 0026 / E: save.london.motorcycling@gmail.com

Twitter: https://twitter.com/london_mag

[ENDS]

NOTES FOR EDITORS

The Motorcycle Action Group (MAG) was established in 1973. It is a leading voice for the rights of Britain's motorcycle and scooter riders.

Camden's proposals to charge key workers, food delivery riders, and residents who rely on motorcycles, up to £6.00 an hour to be able to park their low-impact vehicles are concerning for several reasons.

Damage to the economy of Camden and the livelihoods of those who work in Camden:

The proposed daily and hourly charges for parking will damage the ability of riders to work or volunteer in Camden. This includes delivery riders and couriers, but also volunteer riders for groups such as the Blood Bikers or the Bike Shed Community Response, who are doing vital work during the pandemic. In addition, the proposed limit on daily passes to two years will make it impossible for those who commute into Camden by motorcycle to continue to do so after 2023. It is a mistake to assume that in all cases walking or cycling and public transport offer a viable alternative. We believe that the net result will be people forced to give up their jobs, or work elsewhere. This will impact not only these individuals but the economy of Camden.

Increased crime:

Reducing access to solo motorcycle bays will mean less secure parking. The police have identified secure parking as playing a significant part in reducing moped-enabled crime. This therefore has the potential to increase motorcycle theft and undo the good work Camden has done in providing secure facilities. This is of serious concern, not just to motorcyclists in Camden, but to all those who live in, work in, or visit Camden. Stolen motorcycles are commonly used in moped-enabled crime, which impacts every Camden resident and visitor.

Lack of sufficient consultation:

The short consultation in a period of unprecedented disruption is disappointing. Fewer people were attending workplaces in Camden during the consultation period than normal due to the pandemic. Many of those potentially affected by these proposals will not have been aware of the consultation. Multiple offers to discuss the proposals have been made to the Council by interested parties, all of which have been refused. We are extremely concerned that the changes will go ahead without reasonable engagement with those who will be most affected.

The proposals are not proportionate:

The evidence presented in the consultation doesn't support the changes. Charging motorcycles the same amount as cars is disproportionate. It does not take into account the smaller amount of space that motorcycles take up, nor the lower levels of pollution they produce.

Motorcycling is a transport choice taken by a broad spectrum of individuals, including nurses, doctors, business owners, volunteers, couriers and delivery riders. Those who use motorcycles, due to the nature or length of their journey, often cannot reasonably use other means of transport. For many, the economy of motorcycles is the only low-cost option for their travel needs.

On a per km basis motorcycles produce significantly lower emissions of CO₂ and key pollutants such as NO_x, PM₁₀ and PM_{2.5}. Motorcycles also do not contribute to congestion. Not all trips can be replaced by walking, cycling and public transport, but motorcycles represent

the best alternative to cars for those concerned about air quality. Instead of seeking to unfairly punish motorcyclists, Camden should follow the example of other councils such as Cambridgeshire in recognising the role of motorcycles as a means to meet their air quality and climate change aims.

MAG PRESS RELEASES

Minister offers to help MAG raise the profile of motorcycling. 1/2/21

The Motorcycle Action Group (MAG) put the case for motorcycling to Baroness Vere of Norbiton last Wednesday afternoon. The Minister offered to help MAG raise the profile of motorcycling.

MAG met Parliamentary Undersecretary for State, Baroness Vere of Norbiton, last Wednesday (27th January). The meeting was open and positive.

In a statement following the meeting Baroness Vere said:

“I thank the representatives of the Motorcycle Action Group for the meeting on Wednesday, and the case they made for motorcycling. I feel there are a number of areas where MAG and the Government can work more closely together in order to raise the profile of motorcycling and improve outcomes for riders. I have asked MAG to provide me with a list of their top five priorities and look forward to reviewing these.”

MAG will survey members over the coming week, asking their preferences for the priority list. The Minister asked for key actions that riders think will have the most positive impacts. MAG’s National Committee will collate and agree the final list at its next meeting. Selina Lavender, MAG’s Chair, will then submit the list to the Minister in late February.

Selina said:

“I am delighted by the spirit of the Minister’s desire to make positive change for riders. We cannot claim to have achieved everything our hearts desire, as our expectations must remain reasonable, but we have been given a great opportunity to get real results for motorcyclists. I thank the Baroness for her time and willingness to make this offer.”

Ends

MAG’s ‘top five’ priority list under review by Roads Minister. 25/2/21

The Motorcycle Action Group’s top five priorities list is now under review by the Roads Minister. MAG surveyed members for their top priority actions that will lead to better outcomes for motorcyclists.

Representatives of the Motorcycle Action Group (MAG) met Roads Minister, Baroness Vere of Norbiton, on 27th January. During the meeting, the Minister asked MAG to create a list of its top five priorities.

MAG Chair, Selina Lavender, was keen that the list should be truly representative of the opinions of riders. Therefore, a survey of MAG members was conducted resulting in the

following list of priorities:

1. Access to all Bus Lanes
2. Better Road Surfaces
3. Safer crash barriers
4. More and better parking provision
5. Simplified licencing and training

Unsurprisingly, the survey results coincide with themes that MAG regularly campaigns on at local level. MAG has submitted the list along with a number of suggested ideas for how the Department for Transport can deliver these outcomes. Above all, MAG wants to work with Department officials to explore all possible solutions.

MAG's Director of Campaigns & Political Engagement, Colin Brown, commented:

"Given the warmth of our meeting I am sure that the Minister will give the priority list fair consideration. I hope that she will instruct Department officials to work with MAG to ensure that all possible levers to support the local delivery of these priorities are used. The stock response by central Government on questions such as bus lanes has always been that they are a matter for local government. However, the Department does have considerable influence on the local decisions. I am sure that now the Minister has demonstrated the will, the way can be found. In short, I see this as the start of long, but happy, adventure."

ENDS

Contact MAG at 01926 844 064 or central-office@mag-uk.org

We are asking our members and friends to support the MCIA initiative (as detailed below).

At the end are links to two example letters along with details of how to find your local MP.

As usual we would be interested to hear of any responses.

MCIA

9th February 2021

Subject: Early Day Motion in support of the extension of CBT certificates

As you will be aware, lockdown restrictions mean that Approved Training Bodies (ATBs) are prohibited from offering motorcycle training, resulting in riders being unable to renew their expiring CBT certificates. Consequently, those affected, including key workers, cannot use their PTW, which affects their ability to commute, or carry out their jobs.

Therefore, MCIA is pleased that Independent MP, Jonathan Edwards, has tabled an Early Day Motion in Parliament, which asks:

That this House notes that Compulsory Basic Training (CBT) certificates for motorbikes and mopeds are issued on a two year basis for learner drivers; further notes that these vehicles

provide a low carbon mode of transport for passenger and cargo; notes that many key workers use this mode of transport as part of their commute, especially in rural areas where public transport links can be poor; notes that as a result of lockdown measures, motorcycle and moped tests are suspended; expresses concern that road users whose CBT certificates lapse whilst lockdown measures are in place are prohibited from using their vehicles on public roads through no fault of their own; notes that whilst road safety concerns are paramount, motorists in this position have been using their chosen mode of transport for two years; calls for a temporary extension of CBT certificates whilst lockdown measures are in place; and further calls on the Government to annul test fees for people with CBT certificates which have lapsed during the current lockdown if they will not extend their validity.

Early Day Motions are used to put on record the views of individual MPs or to draw attention to specific events or campaigns, but by attracting the signatures of other MPs they can be used to demonstrate the level of parliamentary support for a particular cause or point of view.

To generate parliamentary support for this initiative MCIA is asking all to write to their Member of Parliament, asking them to support EDM 1462.

Link to example letter: <http://bit.ly/CBTmemsupport>

Link to business example letter: <http://bit.ly/CBTbussupport>

Link to your MP's <https://members.parliament.uk/FindYourMP>

ENDS. Contact MAG at 01926 844 064 or central-office@mag-uk.org

Hi everyone

Thought you might be interested in our latest spat with Leeds City Council!

Vision Zero will become our biggest challenge, as I predicted in the soapbox article I did a few years ago.

Manny

https://www.yorkshireeveningpost.co.uk/news/politics/motorcycles-overlooked-blinkered-draft-version-connecting-leeds-transport-strategy-motorcycle-action-group-rep-richard-manton-3126990?fbclid=IwAR2F0l_Qkj2wB2pmRJE5Y9ZvB1k_xD-S3agPCB-lem6_zWrT1R9b4UlhKkM

FINAL CALL FOR INTERESTED PARTIES

MAG



Wants
YOU!

MAG and MAG Media are looking for new volunteer Directors. MAG has two vacancies, one being a specific role of Finance Director, for which you'll need relevant experience.

MAG Media has up to three vacancies (non-elected), where experience in publishing, marketing or design is desirable.

If you have a few hours a month to spare and have appropriate skills for the roles, please email exec@mag-uk.org or write to Julie Sperling, MAG, Unit C13 Holly Farm Business Park, Honiley CV8 1NP to express your interest, detailing relevant experience and including a professional CV where relevant.

Closing date: 31st March. Suitable applicants will be invited to meet the Board on 9th/10th April.

*** NB: These are VOLUNTEER roles ***

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FEMA

Will self-driving cars push motorcycles off the road?

FEMA News: February 2, 2021



Will there be a place on the road for motorcycles in a world with self-driving cars? FEMA's Dolf Willigers takes a closer look at the future of our beloved bikes.

The question that concerns many motorcyclists is if there will be a place for them in a world with automatic and connected driving cars and other vehicles. Automated driving motorcycles is something that nobody seriously wants to consider. And be assured, despite some prototypes and views into the future, no motorcycle manufacturer has plans in this direction. But still, is there a future for us in an automated and connected environment?

Let's start with looking what is already there and what we can expect. Cars are becoming more automated and connected. Every new car has some advanced driver assistance systems (ADAS) on board. Think of adaptive cruise control, lane keeping assist, blind corner warning, advanced emergency braking, et cetera. In several years there will even be more systems.

In 2019 the European Union adopted the General Safety Regulation: <https://eur-lex.europa.eu/eli/reg/2019/2144/oj> which means that from July 2022 all new cars, vans, busses and lorries must be fitted with a large number of safety devices:

- Advanced emergency braking (cars, vans)
- Alcohol interlock installation facilitation (cars, vans, trucks, buses),
- Drowsiness and attention detection (cars, vans, trucks, buses)
- Distraction recognition / prevention (cars, vans, trucks, buses)
- Event (accident) data recorder (cars, vans, trucks, buses)
- Emergency stop signal (cars, vans, trucks, buses)
- Full-width frontal occupant detection crash test – improved seatbelts (cars and vans)
- Head impact zone enlargement for pedestrians and cyclists -safety glass in case of crash (cars and vans)
- Intelligent speed assistance (cars, vans, trucks, buses)
- Lane keeping assist (cars, vans)
- Pole side impact occupant protection (cars, vans)
- Reversing camera or detection system (cars, vans, trucks, buses)
- Tyre pressure monitoring system (vans, trucks, buses)
- Vulnerable road user detection and warning on front and side of vehicle (trucks and buses)
- Vulnerable road user improved direct vision from driver's position (trucks and buses).

Not all these devices are ADAS or automate part of the driving, but most of them are smaller or bigger steps towards automated vehicles. Next to this, many car manufacturers are already connecting the cars to your smartphone and to the factory with services like App Connect (Volkswagen), Mercedes Me Connect, FordPass Connect and Ford Sync 4A, BMW ConnectedDrive.



Dolf Willigers, testing the automated systems in a Tesla (photo by Wim Taal)

Of course, all these systems are very nice, but not every vehicle, let alone every road user, is fitted with them. Also, cars and other road users are still not connected with each other and full connectivity, where everything and everybody is somehow connected, will probably never exist. So, cars that are fitted with ADAS and safety devices must be able to recognize not only other connected vehicles but also – and perhaps more importantly – other road users that are not connected. People can look ahead for kilometres and react to obstacles that are away. Human drivers will spot a tow truck or a van from a road assistance service with warning lights long before they are near them and can react in a proper way by shifting one or more lanes and reducing speed. Present cameras, radar and lidar sensors and their software still cannot. This has been illustrated several times by accidents with Tesla's that did not react to stationary vehicles on the roadside. Also complicated situations with traffic lights, bad or even not existing road markings, pedestrians and cyclists, most of the time giving their own interpretation on traffic rules, provide an environment that automated vehicles cannot deal with.

A very simple example of failing sensors was given by a preliminary test of the Netherlands Vehicle Authority (RDW) in 2017, after complaints from FEMA and two Dutch organizations, showed that all the adaptive cruise control systems of the tested cars did not recognize motorcycles that rode on the edge of the lane. We wrote about this in March 2018. As a result of these tests RDW and FEMA agreed to work together to have a mandatory test with motorcycles for these kinds of systems. This resulted in a clause in the (still draft) revision of the UN ECE Regulation 79, in which – among other things – is regulated that cars can in future have an automatic lane changing assist system. This is the first step in the legislation for automated vehicles. Part of the regulation is also that new devices must be tested with motorcycles.

Connected vehicles

Connected is one of the buzzwords in present and future mobility. What exactly does it mean? There are several ways in which a vehicle can be connected:

IoT – The Internet of Things. This means that a car, or any other device, is connected with the internet with a smartphone, the network of the manufacturer, et cetera. These days, central heating, refrigerators and many other devices can be controlled from a distance by your smartphone or computer. When you have a car with internet connection, you can see on your smartphone where you have parked it, whether it needs servicing, you can control the heating system, but also: the manufacturer can look with you. Data from your car is sent to the server of the manufacturer. Think of: where you are (and have been), how fast you drive and brake, the mechanical condition of your car, your music choice, even the content of your smartphone (addresses, agenda, the lot) when it is connected by Bluetooth with the car can, and often will be, downloaded. Manufacturers consider this as valuable information which they can use and sell to third parties. This already happens. In general, this information is not used for road safety purposes.

V2V – Vehicle to vehicle. There are several ways to connect a vehicle to other vehicles and exchange information on the kind of vehicle, position, direction, speed, braking,

obstacles, road condition, priority vehicles announce their presence, et cetera. In principle, the vehicle is permanently sending this information. This information is used for road safety purposes. Several applications of the Connected Motorcycle Consortium are based on V2V connection.

V2X – Vehicle to everything. The vehicle sends permanently information to sender/receivers along the road and to other vehicles. Again, on kind of vehicle, position, direction, speed, braking, obstacles, road condition, et cetera. It also receives information from and about the infrastructure, traffic lights, obstacles and from other road users about the same things it sends information. This is information that is used for road safety and again several applications of the Connected Motorcycle Consortium are based on V2X connection. Also, eCall can be seen as V2X technology, but here the connection only is established in case of an accident. In the context of the article, connected means V2V and V2X connection.

Only a few years ago, between 2015 and 2018, CEOs of car manufacturers, politicians and the like were convinced that the real automated car (level 5 on the SAE scale, which is the highest level) were imminent and the first automated vehicles could be expected on the public roads as soon as 2020. In 2016 the European Ministers of Transport signed the Declaration of Amsterdam that was supposed to make it possible to use automated vehicles on public roads and cross-borders. The declaration stated that “Cooperative, connected and automated mobility is becoming a reality for EU citizens”. In these years, senior officials from research and development departments of the same manufacturing companies already told that we should not reckon with two or three years, but with two or three decades. This has never been picked up by the press.



Also, around that time, I attended a presentation by the Dutch new mobility professor Carlo van de Weijer. He showed a video clip of a typical street in Amsterdam: <https://www.youtube.com/watch?v=ZbFUnVXaKyg&feature=youtu.be> Pedestrians, cyclists, cars, a tram all swarmed on the street, everybody with his own interpretation of the traffic rules. Van de Weijer concluded that in a situation like this “the Google (automated) car would park itself within three minutes and start crying”. Now we can see that projects to develop automated vehicles have been stopped, goals were adjusted, budgets are limited. Predictions are adjusted to ten to thirty years. One can even wonder if automated cars for consumers will ever exist. They will probably be very expensive. Not only to purchase them, but also in taxes, maintenance and repair costs. With the growing number of sensors maintenance and repair will be much more expensive in future than we are used to. This also has an effect on the insurance fees.

Motorcycles do not need to be fitted with the above-mentioned safety devices yet, and several of them would probably do more harm than good. Nevertheless, suppliers like Bosch and Continental are developing ARAS (Advanced Rider Assistance Devices) especially for motorcycles. We have written about that extensively in December 2019, so I will not go into much detail about that. You can read the article [at](#):

<https://www.femamotorcycling.eu/smarter-motorcycles/> The devices of Bosh and Continental take the specific dynamics of motorcycles into account and, although their function is sometimes the same as with cars, they work differently. More important is the work of the Connected Motorcycle Consortium (CMC). In this BMW, Honda, KTM and Yamaha, together with some other partners, work together on a connection of motorcycles with other vehicles in a harmonized way. The consortium has recently published its first Basis Specification. They develop new applications and set standards to let motorcycles, cars and other road users communicate with each other.



The CMC has already developed sixteen different applications, especially for motorcycles. Examples of these applications are Motorcycle Approach Warning (MAW), Forward Collision Warning (FCW), Left Turn Assist (LTA), Approaching Emergency Vehicle Warning (AEVW) and Broken-Down Vehicle Warning (BDVW). A complete overview you can find at: <https://www.cmc-info.net/applications.html> The motorcycle manufacturers, united in the European Motorcycle Industry Association ACEM have agreed in 2014 that in 2020 every member would have at least one model equipped with C-ITS (Connected Intelligent Transport Systems) technology. That goal has been achieved. Motorcycles may not be automated, but soon will be connected, and as we just saw on some occasions already are. This is the first step towards a situation where motorcycles will be part of an environment of automated and connected vehicles. More of this is to be expected from projects like SAFE-UP, where sixteen large participants will try to enhance road safety for all road users, inclusive vulnerable road users (VRUs) as pedestrians, cyclists and motorcyclists by proactively designing and analysing safety-critical scenarios in a highly automated and mixed traffic environment by integrating traffic accident data and future traffic conditions. By the way, although FEMA is not a participant in these projects, we are involved in them.

‘The self-steering motorcycles we see on YouTube were developed for research purposes and not as predecessors for real automated motorcycles.’

Will motorcycles indeed not be automated as I wrote above? Well, you might have seen the videos of a self-steering BMW without a rider, a slow-moving Honda following a person or the racing Yamaha that tried to beat Valentino Rossi. Yes, these are examples of self-steering motorcycles. And at the same time, they are not. They just followed a set and learned course on a track. The BMW copied exactly the movements of the rider, the Honda just followed its ‘master’ and the Yamaha was programmed to ride the racing track. None of them sought their own way or made decisions concerning other road users. They were developed for research purposes and not as predecessors for real automated motorcycles.

I doubt if there will ever be a market for automated motorcycles as we know them. Still, I foresee a growing need for small L-category vehicles for transport of people and goods. Costs like parking fees and tolls will rise when city councils discourage the use of cars in urban areas. We can already see the focus on public transport, cycling and walking when it comes to urban transport plans and policies. Action groups and in their wake city councils and politicians on all levels ask for a transition from the space that is now used by moving and

parked cars to other users, for example cyclists, pedestrians and playing children. It is to be expected that in future there will be just no room anymore for private cars in the cities.

‘To ride safely in an environment with automated and connected vehicles, motorcycles must and will be connected too.’

We can also see a growing resistance to delivery vans for reasons of road safety and pollution. One can also question the efficiency and economic feasibility of big, heavy busses in the cities. The more when they are nearly empty outside rush hours, which is about 90% of the time. The answer to all the questions could well be small and light automated vehicles on two, three or four wheels for goods, personal and public transport. In several places in the world pilots are already running and in Wuhan (China) small automated shuttles are already used to deliver medical supplies, using public roads and negotiating with traffic. Also, outside the cities a growing need for small vehicles is to be expected.



Illustration by CMC

Cars will be more expensive in the future. Already many manufacturers like Volkswagen, Citroen, Opel (Vauxhall) have stopped building small A-class cars or have announced that the present models will not be succeeded. The reason is that it is becoming too expensive to develop and build cars like this and the margins are just too little. In some cases, they are replaced by electric models, but these are in general too expensive for the consumer. For travel from transport hubs like bus- and train stations to home or another destination, I foresee a shift from cars to, again, small electric L-category vehicles. That could be motorcycles, but also three- or four-wheeled private vehicles or automated shuttles. Of course, automated or not, all these vehicles will be equipped with safety applications as described above.

‘Is there a future for motorcyclists in an automated and connected environment?’

To conclude: there will be a future for motorcycles in a world with automated and connected vehicles. The future is to light and small vehicles, both in urban and rural areas. They can be automated too, although this is not to be expected for two-wheelers. However, the keyword here is connection. To ride safely in an environment with automated and connected vehicles, motorcycles must and will be connected too.

Written by [Dolf Willigers](#). Top photograph by Lukas Barth/Audi. This article is subject to [FEMA's copyright](#)

MEPs: ‘Technical inspections will make motorcycling less dangerous’

FEMA News: February 5, 2021



In the discussions about mandatory periodic technical inspections for motorcycles, a number of politicians seem to base their opinion on assumptions, rather than facts.

In January 2021, fuelled by the lobby of road safety organization ETSC and testing company DEKRA, members of the transport committee of the European Parliament, suddenly showed a large concern for the safety of motorcyclists and moped riders. They even went as far as that they wanted a mandatory European periodic technical inspection (PTI) for all powered two- and three-wheelers.

This took place in a debate about draft “Implementation report on the road safety aspects of the Roadworthiness Package which includes the technical inspections of vehicles”, that is regulated in the Periodic Roadworthiness Tests Directive ([2014/45/EU](#)). The arguments where that motorcycling is dangerous and PTI would make it less dangerous, as ‘proven’ by a report that was written on behalf of the European Commission by a consortium of CITA (The International Motor Vehicle Inspection Committee), CVH (Center for Vehicles of Croatia), DEKRA (vehicle inspection company), IERC GmbH (The Institute for Economic Research and Consulting) and ISVA-UC3M (the Institute of Motor Vehicle Safety belonging to the Carlos III University of Madrid): <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32014L0045>

At least three of these organizations have a vested economic interest in technical inspections but didn’t stop the European Commission (DG MOVE) to hire these stakeholders to write a report to “assess the benefit of including two- and three wheelers and light trailers within the framework of periodic inspection of vehicles and to propose the precise way to do so.”

With a consortium like this it is hard to believe that the outcome could be anything other than inclusion of trailers and two- and three wheelers in the Directive 2014/45/EU (the technical inspection directive) would be beneficial. And so it happened. More interesting is how they came to their conclusion: the accident numbers with mopeds in a number of regions in Spain were compared before and after implementation of PTI for mopeds and the results were extrapolated to all powered two- and three-wheelers in entire Europe. Why bother to do some proper research when you can do it this way? Our Finnish member organization SMOTO did a perfect assessment of the report from a scientific point of view and came to a devastating conclusion (link?).

Position papers and reports of organizations like ETSC (using outdated information) and DEKRA focus on defects of powered two-wheelers (PTWs) that were involved in accidents, without differentiating between small and big defect and, without any proof, state that these defects contribute to (DEKRA) or even caused (ETSC) the accidents in which said motorcycles were involved. In-depth research from 2005 (MAIDS report) and 2019 (SaferWheels) show that technical defects hardly play a role in motorcycle accidents. It is like the old saying ‘never ruin a good story by looking at the facts’.

After the debate in the transport committee of the European Parliament on 25 January 2021 about the implementation of the roadworthiness package in which also the PTI was mentioned, FEMA and member organizations SMC and SMOTO reached out to the Members of the European Parliament (MEPs) who are in the transport committee (TRAN), and especially to the rapporteurs and shadow rapporteurs.

We had some good feedback and had some talks with MEPs and the rapporteur who is responsible for the draft “Implementation report on the road safety aspects of the Roadworthiness Package (2019/2205(INI))”, Benoît Lutgen. We provided them with the facts and asked them not to base their decisions on assumptions, but on facts. We will continue to do this until a final decision has been reached.

Written by Dolf Willigers. Top photograph by Andrea Piacquadio. This article is subject to [FEMA's copyright](#)

Buying motorcycle clothing online? Don't be fooled!

FEMA News: February 12, 2021



Online shopping for a cool new motorcycle jacket or some sturdy-looking new motorcycle gloves is easier than ever. But what are you really buying?

Attractive websites promise low prices and world-wide shipping, and all you have to do is 'click to order'. However, a closer look at websites that sell 'motorcycle gear', shows that for a growing number of them it seems common practice to fool the consumer (you!) into buying clothing that is not really fit for motorcycling purposes. So, unless you are buying from a known and trusted website, please read on and make sure they cannot fool you.



Within the European Union and the United Kingdom there are no uniform rules on what you must wear when you are out riding your bike. On a national level however, governments can set up their own rules, like in France where it is a legal requirement to wear CE approved gloves when you ride. However, the European Union and the United Kingdom do have uniform rules when it comes to the production and testing of motorcycle apparel. By law, motorcycle clothing sold in the EU and UK must conform to the Personal Protective Equipment (PPE) Regulation. Conformity to standards and CE marking provide assurance to you, the buyer, that motorcycling apparel is fit for purpose.

‘Motorcycle clothing cannot be legally placed onto the European market unless it has been tested and officially certified’



Paul Varnsberry

Paul Varnsberry, expert in motorcycle clothing and technical director at [PVA-PPE Group](#), says: “There are European Standards, so that the tear strength, abrasion resistance and seam strength of motorcyclists’ clothing can be scientifically tested. Motorcycle clothing is also regulated by European legislation, so everyone involved in the supply chain – from the

factory to the retailer – is legally responsible for the products they sell. Motorcycle clothing cannot be legally placed onto the European market unless it has been tested and officially certified.”

Part of the regulation Paul Varnsberry mentions, is that the entire garment must be independently [tested](#) and certified, and not just parts of it. So, if you come across websites that – for example – sell motorcycle jackets with ‘CE approved protectors on shoulders and elbows’ or with a ‘CE approved back protector’, you know something is wrong, because CE approved protectors are not enough. The entire garment must be independently tested and certified. Sellers of motorcycle gear that is not CE approved will also often use misleading texts, such as ‘CE Certificate’, ‘CE Certificate of Conformity’ or ‘CE Compliance Assessment’.

If you are shopping online:

- **Watch out for misleading texts in the item’s description.**
- **Watch out for false CE approval claims.**
- **Only buy items that are genuinely CE approved and come with all the right documents.**
- **When in doubt (and when the COVID-19 circumstances allow), visit your local motorcycle shop that sells protective motorcycle clothing and get some good advice and explanation before you spend your hard-earned cash.**



On his [LinkedIn page](#), Paul Varnsberry tirelessly exposes websites that sell motorcycle clothing with false claims about CE approval. Genuine [CE](#) approved gear will have markings or labels indicating which [class of protection](#) it provides and the standard against which it was tested. To have a garment CE certified, the tests must be conducted by a notified body, a third party. The manufacturer provides detailed product information (a technical file which includes what materials are used where, drawings, constructions, etc.) and the notified body will take those documents and compare them to the garment itself; making sure what is provided on paper is not falsified and truly reflects the garment. The notified body will then run the required tests on the garment(s) and confirm compliance or not. A garment either passes or fails for a certain classification.

By law the manufacturer's Declaration of Conformity must include the following information:

- The manufacturer's full name and address;
- A statement that the Declaration of Conformity is issued under the sole responsibility of the manufacturer;
- The model name of the PPE product and, if applicable, its catalogue number (e.g. CE Jacket, product code 123456), or a clear colour image of the product;
- A statement that the product is in conformity with the requirements of the PPE Regulation 2016/425;
- The standards to which the PPE product has been tested (e.g. EN 17092-3:2020, for Class AA garments);
- The name and official number of the official body which has issued the type-examination certificate (e.g. Ricotest, Notified Body No. 0498);
- The certificate number;
- The place and date of signature;
- The signature of the manufacturer's authorised signatory, their name and function in the company.

The details of the certification body and certificate number enable checks to be made for authenticity (if this information is not provided, it may be because the product has not been tested and certified!). Some certification bodies provide a search facility on their websites, others provide an email address to submit enquiries to.

Motorcycle gear which has been CE certified will always have a booklet with instructions on how the customer selects the appropriate protection class, the declaration to the CE label, instructions on how to combine the motorcycle clothing with other protective elements and how to use and adjust the protectors. The booklet also contains a detailed explanation of the protection class and instructions on how to store and dispose of the protective equipment. In the booklet you will also find a website address where you can find (or request) a so-called DoC, the Declaration of Conformity of the product. If the item you're looking at is not certified, there is no DoC. With the Declaration of Conformity, the manufacturer or importer declares that the product meets all applicable regulations.

Paul Varnsberry: "If manufacturers place their Declarations of Conformity on their websites, this enables consumers who are researching a potential purchase to make checks with the certification bodies before parting with money. If Declarations of Conformity are not made accessible, consumers can email the manufacturer asking for copies. Manufacturers are not legally obliged to make copies available upon request – details of how to access need only be supplied with the product – but if a company has nothing to hide, why would they reasonably refuse? If manufacturers prefer not to face the prospect of being inundated with requests, then making the Declarations of Conformity publicly accessible on their web sites is the logical solution."



What if you are from the UK?

After Brexit, the European PPE Regulation will still apply in the UK. The British government stated that all EU laws in place on the day Brexit was finalised, will be incorporated into British law. The British Standards Institution has also stated that it will continue to be a member of the European Standards agency, CEN.

Written by [Wim Taal](#). This article is subject to [FEMA's copyright](#).

Sources:

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www.mcg-gmbh.de
www.bennetts.co.uk
www.hoodjeans.co.uk
www.pva-ppe.org

FEMA joins the Connected Motorcycle Consortium

FEMA News: February 22, 2021



FEMA has signed a letter of agreement to become an official supporter of the Connected Motorcycle Consortium. With this we formally support the work of CMC.



The Connected Motorcycle Consortium (CMC) is a consortium of BMW, Honda, KTM and Yamaha with the purpose to develop new applications and standards that make motorcycles communicate with other road users and infrastructure. The goal is to enhance road safety for motorcycles. Think of applications that warn motorists who want to turn left in front of oncoming motorcycles. As you know, this is the most occurring accident with motorcycles, so the introduction of such applications could be a big step forward in protecting motorcyclists from getting hit by cars: <https://www.cmc-info.net/>

The consortium has also been joined by motorcycle manufacturers Ducati, Kawasaki, Suzuki, Triumph and a number of other associate or development members. In December 2020 CMC published a 'Basic Specification' for Cooperative Intelligent Transport Systems (C-ITS) for motorcycles (FEMA published an article about that: <https://www.femamotorcycling.eu/teaching-motorcycles-to-communicate/>). More recently, CMC announced that they will also involve other techniques with sensors.

We consider the work of the Connected Motorcycle Consortium to be crucial to motorcyclists' road safety, especially because many big motorcycle manufacturers are involved and support the development of the connected systems and the standards. We also think that connectivity is the way to survive in a world with connected and automated vehicles. Without connectivity there will probably no place for motorcycles between automated cars. Therefore FEMA decided to join the consortium as an official supporter.

Dolf Willigers, FEMA's General Secretary: "As advocacy organizations for motorcyclists' interests, road safety for all motorcyclists and other riders of powered two-wheelers is high on our agenda. Therefore, I am very happy for us to join CMC as a supporter. We already supported their work in an informal way and now we have made it formal. Therefore it was with great pleasure that I signed the contract this morning and I am looking forward to future collaboration."

Top illustration courtesy of CMC. Photographs by [Wim Taal](#). This article is subject to [FEMA's copyright](#).

UK roads minister wants to help raise the profile of motorcycling

FEMA News: February 25, 2021



In an open and positive meeting, the British Motorcycle Action Group (MAG) put the case for motorcycling to Baroness Vere of Norbiton, Parliamentary Undersecretary for State. The Minister offered to help MAG raise the profile of motorcycling.

In a statement following the meeting [Baroness Vere](#) said: “I thank the representatives of the Motorcycle Action Group for the meeting, and the case they made for motorcycling. I feel there are a number of areas where MAG and the government can work more closely together in order to raise the profile of motorcycling and improve outcomes for riders. I have asked MAG to provide me with a list of their top five priorities and look forward to reviewing these.”

MAG Chair, Selina Lavender, was keen that the list should be truly representative of the opinions of riders. Therefore, a survey of MAG members was conducted resulting in the following list of priorities:

- Access to all bus lanes
- Better road surfaces
- Safer crash barriers
- More and better parking provision
- Simplified licencing and training

Unsurprisingly, the survey results coincide with themes that MAG regularly campaigns on at local level. MAG has submitted the list along with a number of suggested ideas for how the Department for Transport can deliver these outcomes. Above all, MAG wants to work with department officials to explore all possible solutions.

‘I see this as the start of long, but happy, adventure’

Selina Lavender, MAG’s chair: “I am delighted by the spirit of the Minister’s desire to make positive change for riders. We cannot claim to have achieved everything our hearts desire, as our expectations must remain reasonable, but we have been given a great opportunity to get real results for motorcyclists.”



MAG's director of campaigns & political engagement, Colin Brown, commented: "Given the warmth of our meeting I am sure that the Minister will give the priority list fair consideration. I hope that she will instruct Department officials to work with MAG to ensure that all possible levers to support the local delivery of these priorities are used. The stock response by central Government on questions such as bus lanes has always been that they are a matter for local government. However, the Department does have considerable influence on the local decisions. I am sure that now the Minister has demonstrated the will, the way can be found. In short, I see this as the start of long, but happy, adventure."

Source: [MAG UK](#). Top photograph courtesy of [london.gov.uk](#). This article is subject to [FEMA's copyright](#)

Rollout of smart motorway safety tech brought forward

Road Safety GB: 5 February 2021



Grant Shapps has pledged to accelerate the introduction of technology needed to improve the safety of smart motorways, after criticising the Government's approach to the roll out.

Giving evidence to the Transport Committee on 3 February, the transport secretary admitted it was "entirely wrong" for the Government to roll out smart motorways without stopped vehicle detection (SVD) technology: <https://parliamentlive.tv/Event/Index/20fceb87-bc67-4158-98db-dbf8d131e00a>

SVD technology is designed to detect a stopped vehicle in a live lane in around 20 seconds, through radar units monitoring motorway traffic in both directions.

An alert is sent to a control room operator who can view the incident on a camera, activate lane closure signs on gantries, and dispatch personnel.

However at present, Highways England data shows SVD technology has only been installed on three sections, totalling 37 miles out of the 500-mile smart motorway network.

Instead, most smart motorways rely on CCTV coverage to detect stopped vehicles, as well as 'MIDAS' sensors that detect when other traffic has slowed.

Highways England's own data shows it can take an average of 17 minutes to detect a stationary vehicle in a live lane.

Speaking to the Committee, Mr Shapps pledged to complete the roll-out of SVD on existing schemes by the end of next year.

This represents a slight shortening of the timetable set out in last year's evidence stocktake, which promised SVD would be retrofitted to existing schemes by March 2023.

Appearing via video link, Mr Shapps said: "It was entirely wrong to build a so-called smart motorway – and you question the naming of it – without the technology in place to make it safer.

“That’s not the right approach. And the main technology, one of the main technologies, is to be able to see immediately if a car or vehicle is stopped, and that stopped vehicle detection wasn’t available across the network.”

MCIA

Twin challenges dampen January Powered Two Wheeler registrations



MCIA: 05 February 2021

After a year of defying the limitations of trading during Covid lockdowns with several sectors posting strong growth, Powered Two Wheeler (PTW) registrations suffered a reverse during January.

The twin challenges of lockdown restricting trading and the sale of residual products previously registered as part of the Euro 4 to Euro 5 transition, confirmed an anticipated drop in new registrations at the start of 2021.

This situation was further compounded by the bizarre Government decision not to temporarily extend the expiring CBT riding permits held by many commuter and delivery riders, arbitrarily removing them from the road and their work during a period when lockdown makes CBT renewals impossible.

The total PTW market ended the month at 3,834 units, down 37.6% on pre-Covid January last year. Within this figure, motorcycles stood at 2,555 (43.1% down) and scooters at 1,279 (-22.8%).

However, bucking the new year trend, electrically powered scooters and motorcycles continued the growth seen in previous months, ending January an astonishing 166.7% up on last year. Of course, despite the overall registrations blip, PTWs remain the answer for those seeking congestion-busting, environmentally friendly, go-when-you-please commuting or, when permitted, the well-being enhancing effects of leisure riding.

If the idea of the many benefits of riding a PTW appeals to you, please visit www.unlockyourfreedom.co.uk, to find out more about getting onto powered two wheels, including how to access the straightforward Compulsory Basic Training (CBT) course, which is all that is required to ride a PTW of up to 11Kw or 125cc.

More details about January’s PTW registrations are below.

Please credit MCIA when quoting this information.

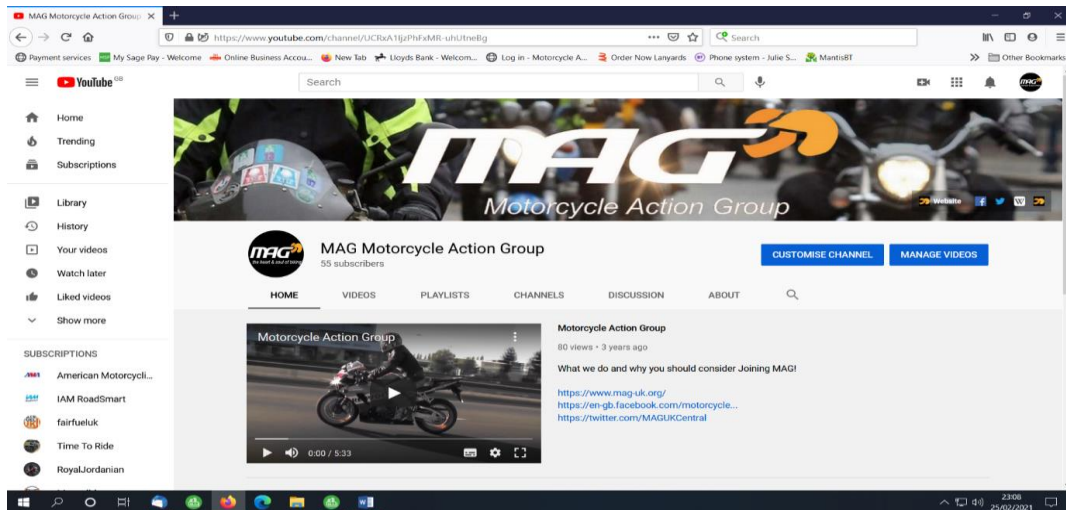
- ENDS -

Notes for Editors:

The MCIA is the body that represents the UK Powered Light Vehicle (PLV) industry. PLVs can be defined as lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Also known as L-Category vehicles, they are an answer to the traffic congestion and air quality challenges created by personal and goods transportation.

MAG YouTube Channel



The MAG Channel is undergoing an upgrade thanks to our new Greater London Region Rep Spen.

So please subscribe by going to:

<https://www.youtube.com/channel/UCRxA1IjzPhFxMR-uhUtneBq>

Do you have any suitable content that you'd be happy to share with others? Please send to the office: central-office@mag-uk.org

Any MAG orientated clips/videos found on the internet may be uploaded, if you do NOT wish this to happen please contact the office stating 'Permission not given' and state the hyper-link. We will attempt to make contact before uploading any third party content.

DEMAND FOR TWO WHEELS SURGING

<https://www.visordown.com/news/industry/impact-covid-19-used-motorcycle-market-demand-two-wheels-surging>

I attended a webinar by the Advanced Propulsion Centre UK last week on their "Roadmap to Zero". I have attached a link to a recording of the event which covers many subjects. The recording is 1hour 20mins long but the interest for me comes at 38-45 mins when the future of the internal combustion engine is discussed. I hope you find it of interest. I also have the links to the roadmap and reports if anyone would like to read them. An interesting insight into

how the automotive industry plans to tackle the challenge of de-carbonisation across the transport sector.

<https://www.youtube.com/watch?v=RSkzwM3F7qc&feature=youtu.be>

Tony Cox.

<https://www.visordown.com/news/industry/parliament-minister-and-mag-trying-to-raise-profile-motorcycling>

When the French do a protest they do it in style and numbers. I remember when our Demos used to be this big, Ed:-

Some roads in France trialled lane splitting, but accident numbers for motorcycles and scooters increased over the 5-year test period - so it's now banned. By Alex Strange



Mon 22/2/21

LANE-SPLITTING has never actually been 'legal' in France - it's commonly practised, but not actually legal. They trialled allowing it via a 5-year test period, and unfortunately, the results came back with "disappointing results".

The fixed trial ran on roads in Paris, Bordeaux, Marseille & Lyon from February 1st 2016 to 31st January 2021, and over that time accidents increased by 12 percent on these roads. As a result, lane splitting has been outlawed, and [**French motorcyclists aren't happy.**](#)

*****Call for MAG members living in London*****

Greater London MAG are looking for at least one MAG member in every borough to come forward and be part of an initiative to get feedback from every London borough. Cathy is co-ordinating this initiative and will guide you through the process. As you'll be aware if you have ever contacted your local council or politician, you need to live in the area to get a response. If you live in London and are able to help this initiative succeed, please get directly in touch with Cathy Phillpotts via cphillpotts@mag-uk.org

Websites you may wish to visit:-

RSGB: Police forces set for mobile phone crackdown

<https://roadsafetygb.org.uk/news/police-forces-set-for-mobile-phone-crackdown/>

Open consultation: Simplifying driving licence upgrade and motorcycle test rules

<https://www.gov.uk/government/consultations/simplifying-driving-licence-upgrade-and-motorcycle-test-rules>

Policy paper: Air quality plan for nitrogen dioxide (NO₂) in UK (2017): air quality directions (Last updated 11 February 2021)

<https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017-air-quality-directions>

Scotland: Over £633,000 awarded to e-bike projects

<https://www.transport.gov.scot/news/over-633-000-awarded-to-e-bike-projects/>

ITV: Thousands of drivers face £9-a-day charges if Bristol clean air zone is approved

<https://www.itv.com/news/westcountry/2021-02-18/thousands-of-drivers-face-9-a-day-charges-if-bristol-clean-air-zone-is-approved?fbclid=IwAR09r6dr8w1R4fqLqdapovkEtcBQiqqGVILGQXfil54MQe4F7Qwr2R96y-8>

BBC News: Smart motorways: Highways England referred to CPS over M1 death


https://www.bbc.co.uk/news/uk-england-south-yorkshire-56030027?fbclid=IwAR26IX9fVRIT4TZ8wpCYPcmgZ_ThhKb4Je6TPekfdBZfjWG4k_MrzCMimoM



Motorcycle Action Group

Win a MAG Prize Package in MAG's Monthly draw for 2021

Prize package contains years MAG membership at renewal sponsored by Bikesure. Other prizes may also be included and are subject to change for example Oxford Lock provided by MAG Foundation or Ian Mutch's book - Low Rider or £10 RIDEto voucher

To be in with a chance to win this
nificent prize all you need
to do is be a full MAG member when the draw
takes place on first working day after the end of
the month at 12pm

Our thanks go to Bikesure, MAG Foundation, Ian Mutch
and RIDEto for generously donating towards these
monthly prizes.

For full terms and conditions see website www.mag-uk.org



Victor Velocity Virtual Tour fundraiser

MAG affiliated, Moto Guzzi Club GB have sent us details of a charity fundraiser for Air Ambulance UK: Victor Velocity taking a virtual tour powered by donations.

To help raise some money to allow Air Ambulance crews to continue their vital work, Moto Guzzi Club GB has organised a virtual motorcycle tour from Manchester to Mandello del Lario in Italy. With your help they hope to get Victor Velocity and his Moto Guzzi V85TT to the factory, in time for the Moto Guzzi 100th anniversary celebrations in September 2021.

For every £2 donated Victor will travel one mile, in order to reach the factory he will need to travel a total of 1000 miles – that means the goal is to raise £2000 for Air Ambulance UK, which represents and supports the work of air ambulance charities right across the UK.

His progress will be marked by photos and postcards from along his route which will be posted on the Just Giving Funding Page, the Club Forum and the Moto Guzzi Club Facebook page. If you are interested in getting involved and helping to support this vital cause with any sized donation, visit the Just Giving page; <https://www.justgiving.com/fundraising/motoguzziclubgb>

The most popular UK cities for motorcyclists revealed

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Number of motorbikes licenced in the UK has increased by more than 17,000 in two years.

The most popular cities in the UK for bikers have been revealed through new data released today.

Plymouth came out on top as the biggest motorcycling city in the UK, with a total of 7,116 bikes, scooters and mopeds licensed in the city. This equates to one bike for every 16 cars on the road and works out as three bikes licensed for every 100 people. These figures make it the most biker-concentrated city in the UK.

Motorbikes have grown in popularity with more than 17,000 new bikes licensed in 2 years,

Bristol ranked second in the research – conducted by comparison site Confused.com with Department for Transport data – with the highest number of bikes licensed in the top 10 at 8,704. However, given the city's high population, this equates to just two bikes per 100 people and one bike per 21 cars on the road.

Peterborough came next with 3,443 motorcycles licensed, then Kingston-Upon-Hull with 4,735 motorcycles. Given their population, it meant that both cities had two bikes per 100 people.

According to Daniel McCulloch, motorbike expert at Confused.com said: "Motorbikes have grown in popularity, with more than 17,000 new bikes licensed over two years. While some cities are attracting more bikers, there are so many hotspots across the UK and the world for bikers to explore."

However, biking appears far less popular in other areas of the UK. Derry City and Strabane in Northern Ireland, for instance, recorded the lowest number of bikes in a city at 1,185, equating to just one biker per 100 people and for every 49 cars on the road.

MAG Monthly Prize Draw Winners

January – Ian of Aberdeen

Christmas Prize Draw Winner

Tony of Exmouth

Our thanks to Cumbria MAG, Bikesure, MAG Foundation,
RideTo and Ian Mutch

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